

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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1. The Canton River pilots working under the Canton Harbor Bureau were responsible for piloting all vessels of over 1,000 tons into and out of all ports between Hainan Island and Swatow. Until June 1955, all the pilots, without exception, were those who had held the same position under the Chinese Nationalist regime.
2. By June 1955, the number of qualified pilots was such that there were only 22 left, classified as follows:

<u>Grade of License</u>	<u>Number of Pilots</u>	<u>Maximum draft of Vessel</u>	<u>Age</u>	<u>Remarks</u>
1st Class A	4	No limit	Over 60	Each holds a pilot license issued by the former Kwangtung Provincial Maritime Customs.
1st Class B	5	Up to 24 feet draft	Over 50	do
2nd Class A	4	Up to 22 feet draft	Over 50	Each holds an apprentice pilot license issued by the former Kwangtung Provincial Maritime Customs.
2nd Class B	4	Up to 20 feet draft	Between 40 - 50	do
3rd Class	2	Up to 18 feet draft	-	Started as an apprentice pilot after V-J Day and was in service a year before liberation.
4th Class	2	Up to 16 feet draft	-	do
5th Class	1	200-ton vessel	-	do

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI	AEC				
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3. Almost without exception these pilots were Cantonese and were poorly educated seamen whose schooling as pilots had been acquired by years of practical experience. Though excellent pilots they had little use for charts or instruments.
4. During the last two years the pilots were too few to cope with their responsibilities; and, on occasion, the third and fourth class pilots have in fact acted as pilots for far bigger vessels than their license permitted, and experienced seamen with no official pilot licenses have in fact taken ships in and out of port.
5. In June 1955, 18 pilot apprentices, all young Northern Chinese with newly acquired university degrees or official certificates in navigation, appeared in Canton from Peiping to receive practical experience and training. Eight of the apprentices were sent to neighboring ports and ten remained in Canton for training with two of the senior pilots.
6. The first weeks of training proved a strain on all parties as the apprentices have considerable theoretical knowledge but almost no practical experience; whereas the experienced pilots have little theoretical knowledge.

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